

U. S. Ship Lines Quit Atlantic As Cargo Drops

Only United American and the International Mercan- tile Marine Now Operate Own Vessels Across Sea

Carry 5 P.C. of Commerce

Ship Board Boats, at Loss to Government, Transport 19 P. C. of U. S. Cargo

The decrease in cargoes, decline in freight rates and increasing competition from foreign lines have gradually forced American ship owners from the transatlantic liner trade until today only the International Mercantile Marine Company and the United American Lines are operating their own vessels from New York to Europe, according to information from steamship men. Thirteen ships of 157,700 gross tons represent the total privately-owned fleet under the United States flag now running in regular service. Others have entered into idleness or have entered the coastwise, West Indian or other trade routes.

The greater part of the transatlantic traffic under the American flag is now carried by Shipping Board steamers, operated at a constant loss to the government. According to figures given recently by Chairman A. D. Lasker, government ships handle 10 per cent of the foreign commerce, while private American vessels carry 5 per cent, and foreign tonnage, 74 per cent.

In the period of deflation in the last eighteen months the proportion of the foreign commerce of the country in American ships has dropped from 50 to 24 per cent. Shipping Board figures reveal. Numerous steamship lines, formed in the prosperous days during the war and after the armistice, have been forced into bankruptcy, compelled to tie up their steamers, or are now existing only through their operation of government ships.

Decrease Has Been Rapid
Private American vessels make voyages occasionally as cargoes offer, and several industrial corporations operate fleets for the transportation of their products, but with these exceptions the merchant marine has declined rapidly.

The chief reason for the decline is shown in a comparison of freight rates. The grain rate from New York to Antwerp and Hamburg, which was 12 cents the 100 pounds in the depression of 1918 and rose to a maximum of \$2.25 in 1920, is now back to 12 cents. Furthermore in operation have not been sufficient to offset the drop in freight, which has been accompanied also by a decrease in the available cargoes. Other commodities show a similar situation. Foreign steamship lines operate at a lower cost than American and have gradually tightened their hold upon the ocean business.

Continuation of the I. M. M. and the U. A. L. in the transatlantic Atlantic traffic is attributed by shipping men to the fact that most of their American flag steamers carry passengers as well as cargo, and that they have sufficient tonnage to meet the existing depression. Passenger traffic is still on a profitable basis and prospects for the season of 1922 are encouraging.

Same at Other Ports
A review of other situations at other ports shows conditions similar to those prevailing at New York. While the present depression is said by steamship men to be the worst in their membership, there are signs now of some improvement. More vessels are going into service and shipments seem to be increasing gradually.

The privately owned American vessel tonnage service is between New York and Europe as follows: International Mercantile Marine Company; Manchuria, Mongolia, S. Paul and Minneapolis, of the American Line; Teutonia, of the Hamburg American Line; Transport Company of West Virginia; Finland and Kronland, of the Red Star; United American Lines; First-class, second-class and Resolute, now being built, but will be ready today, ships Mount Clay, Mount Clinton and Mount Carroll.

Double Steamship Track Planned on North Pacific

Will Lessen Peril of Collision
and Aid Chances of Good
Weather and Currents

WASHINGTON, April 9 (By The Associated Press).—Definite steps toward "double tracking" the north Pacific Ocean to avoid dangers of congested steamship traffic have been taken by the hydrographic office of the Navy Department. Co-operation of the Japanese, Canadian and British naval and steamship authorities has been secured for the collection of data which is accumulating on which a decision probably will be made soon.

The project contemplates mapping out the most favorable courses from Seattle, Pacific coast, to Yokohama, Japan, and return, westbound and eastbound, following prescribed routes well separated from each other and done in the north Atlantic to reduce the danger of collisions at sea.

A summary of all reports received has indicated that the double steaming corridor proposed should lie well to the north of the Great Circle route, and that the double steaming corridor proposed should lie well to the north of the Great Circle route, and that the double steaming corridor proposed should lie well to the north of the Great Circle route.

Ship Owners Meet Today On Marine Subsidy Bill

Will Draft Suggestions for
Changes in Measure Before
Congress

The Executive Committee of the American Steamship Owners' Association will meet today at 11 Broadway to draft suggestions for changes in the bill now pending before Congress. The action of the ship owners will be followed by a conference of the Merchant Marine Joint Committee, including builders and operators, which will be held about the middle of the week.

It is understood that the ship owners are giving special attention to the compensation provided for vessels of less than thirteen knots, and also to the section applying to subsidies for vessels owned by industrial corporations. The recommendations will be submitted by witnesses at the joint hearings before the House and Senate committees in Washington.

Outgoing Steamships

NOTE: Mail information will be found on Travel Page, Column Right.

Vessel	Port	Day	Time
Andromeda	London	April 10	10:00 AM
Andromeda	London	April 10	10:00 AM
Andromeda	London	April 10	10:00 AM

Arrived Yesterday

Vessel	Port	Day	Time
Andromeda	London	April 9	10:00 AM
Andromeda	London	April 9	10:00 AM
Andromeda	London	April 9	10:00 AM

City Island

Reported by Wireless

By United States Naval Service

(Distance is given in miles. Reports are dated at noon unless otherwise specified.)

Radio Corp. of America

(Positions are at noon unless otherwise specified. Distances given in miles.)

Vessel	Port	Day	Time
Andromeda	London	April 9	10:00 AM
Andromeda	London	April 9	10:00 AM
Andromeda	London	April 9	10:00 AM

Freight Ships Due

Vessel	Port	Day	Time
Andromeda	London	April 9	10:00 AM
Andromeda	London	April 9	10:00 AM
Andromeda	London	April 9	10:00 AM

Passenger Ships Due

Vessel	Port	Day	Time
Andromeda	London	April 9	10:00 AM
Andromeda	London	April 9	10:00 AM
Andromeda	London	April 9	10:00 AM

Foreign Ports

Arrivals

Departures

Marine Disasters

SEATTLE, April 9.—Survey of Silver state showed procler damaged in collision with the ship "Hawley" April 8. The ship "Hawley" was damaged in collision with the ship "Hawley" April 8.

Fire Record

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Towing 10:45—10:55 10th st. unknown. Towing 10:55—11:05 10th st. unknown. Towing 11:05—11:15 10th st. unknown. Towing 11:15—11:25 10th st. unknown. Towing 11:25—11:35 10th st. unknown. Towing 11:35—11:45 10th st. unknown. Towing 11:45—11:55 10th st. unknown. Towing 11:55—12:05 10th st. unknown. Towing 12:05—12:15 10th st. unknown. Towing 12:15—12:25 10th st. unknown. Towing 12:25—12:35 10th st. unknown. Towing 12:35—12:45 10th st. unknown. Towing 12:45—12:55 10th st. unknown. Towing 12:55—1:05 10th st. unknown. Towing 1:05—1:15 10th st. unknown. Towing 1:15—1:25 10th st. unknown. Towing 1:25—1:35 10th st. unknown. Towing 1:35—1:45 10th st. unknown. Towing 1:45—1:55 10th st. unknown. Towing 1:55—2:05 10th st. unknown. Towing 2:05—2:15 10th st. unknown. Towing 2:15—2:25 10th st. unknown. Towing 2:25—2:35 10th st. unknown. Towing 2:35—2:45 10th st. unknown. Towing 2:45—2:55 10th st. unknown. Towing 2:55—3:05 10th st. unknown. Towing 3:05—3:15 10th st. unknown. Towing 3:15—3:25 10th st. unknown. Towing 3:25—3:35 10th st. unknown. Towing 3:35—3:45 10th st. unknown. Towing 3:45—3:55 10th st. unknown. Towing 3:55—4:05 10th st. unknown. Towing 4:05—4:15 10th st. unknown. Towing 4:15—4:25 10th st. unknown. Towing 4:25—4:35 10th st. unknown. Towing 4:35—4:45 10th st. unknown. Towing 4:45—4:55 10th st. unknown. Towing 4:55—5:05 10th st. unknown. Towing 5:05—5:15 10th st. unknown. Towing 5:15—5:25 10th st. unknown. Towing 5:25—5:35 10th st. unknown. Towing 5:35—5:45 10th st. unknown. Towing 5:45—5:55 10th st. unknown. Towing 5:55—6:05 10th st. unknown. Towing 6:05—6:15 10th st. unknown. Towing 6:15—6:25 10th st. unknown. Towing 6:25—6:35 10th st. unknown. Towing 6:35—6:45 10th st. unknown. Towing 6:45—6:55 10th st. unknown. Towing 6:55—7:05 10th